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[a52]

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Hongkong, 29th April, 1908. [a27]

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Hongkong, 1st April, 1909. [a49]

DR. M. H. CHAUN.

THE Latest Method of the AMERICAN  
SYSTEM of DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [a15]

SIEN TING  
SURGEON DENTIST.  
No. 10, D'AGUILAR STREET.  
TELEGRAMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [a54]

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Lev. — Changchun ... 9.15 p.m.	Wednesday	"
Ar. — Changchun ... 5 a.m.	"	Saturday
Lev. — Harbin (Russian Train)* 6.55 a.m.	"	"
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Arrive—Changchun ( " )	6 p.m.	"	"	"
Lev. — Mukden ... 7 p.m.	Wednesday	Friday	Sunday	"
Lev. — Changchun ... 210 a.m.	"	"	"	"
Lev. — Harbin ( " ) 2.30 a.m.	"	"	"	"

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General Managers,

Hongkong Ice Co., Ltd.

Hongkong, 13th July, 1909. [957]

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RABBITS

75 CENTS EACH.

HARES

\$1.50 EACH.

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 mm.  
WITH CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & CO.  
Hongkong, 5th March, 1907. [a74]

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SOMETHING TO SUIT  
YOU!

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Assorted Sheds and Designs

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and Lace Worked.

Warranted Fast Colours.

Guaranteed Stainless.

HOOSAIN-ALI & CO.

Hongkong, 26th October, 1909. [a623]

613

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IN BOOTS and SHOES.

SMOKELESS POWDERS and CHILLED

SHOWS. From No. 10 to SSSG. at 26.37 and

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and AIR GUNS in Variety.

Inspection Invited.

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Hongkong, 3rd August, 1909. [a61]

623

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DIVISION STREET, KOBE.

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CONFORTABLE & AIRY BEDROOMS.

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Special arrangements for a long stay.

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HIGHLY RECOMMENDED BY THE  
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of pure carbolic acid.

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SOAP for  
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Containing:  
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, AUGUST 11TH 1909.

It is somewhat interesting to note that a new word (or rather a fresh use of an old word) has of late come into vogue, which admirably describes the ways of dealing of Chinese officials. The term "Chinoiserie," which was formerly used to describe the complicated patterns upon certain Chinese ornaments, has now been adopted as descriptive of the "peculiar ways" of the Chinese official, and, by adaptation, to similar methods when followed by Europeans. A recent writer not unaptly applies it to GLADSTONE's celebrated Home Rule Bill, which certainly could vie with anything that the Chinese can do in keeping the word of promise to our ears and denying it to our hopes. Chinoiserie—to translate the word—is a very apt term for expressing the wonderful kind of action on the part of Chinese officials with which those who have been long resident in China are so painfully familiar, but which it is extremely difficult to explain with anything like accuracy. We all know what is meant, but it is not so easy to say in what "Chinoiserie" essentially consists. It is something like the terms "good" and "bad," which even the great DR. JOHNSON did not attempt to define, contenting himself simply with saying that "good" was "not bad" and "bad" "not good"—definitions which certainly do not carry very far. Possibly some help may be obtained from the Buddhist's idea of "Nirvana," which has been defined as "being and not being." In a similar way "Chinoiserie" may be defined, not as "being

and not being," but as "doing and not doing"—acting, often with a great appearance of energy, in a certain direction with an effective result in exactly the opposite. One of the earliest illustrations we find of this kind of action was in the abolition of Barrier dues supposed to be effected by the Tientsin Treaty. All the difficulties on this subject were considered to have been settled by the payment by the merchant of an extra half import duty at the port of import; but as soon as the imports got into Chinese hands, came the old Transit dues in one form or another just as before. This was protested against until commercial men and diplomats got tired of protesting, and in this way the Chinese succeeded, more so, in abolishing the dues sufficiently to get a part of them paid in commutation to the Imperial Authorities at Peking through the Customs, while leaving the Provincial Authorities pretty well a free hand to levy the old *lai-kun* exactions as before. In much the same way the deoress from time to time culminated against Opium from Peking had the effect of enabling the provincial and local officials to obtain larger payments for permitting them to be evaded—so that nothing was really done towards removing the evil, which, for all the talk on the subject, went on unchecked, if not actually encouraged, though, it is fair to admit, some kind of *bon-fide* effort has been made of late. More recently the promised improvements in the currency, and the more emphatic promises of granting representative institutions, form very noticeable illustrations of the marvellous power of the Chinese to do and not to do a thing at the same time. Repeated action or inaction, whichever the two it is, of this kind is, rather discouraging to those who hope for improvements in China and are honestly desirous to see a nation which, with all its peculiarities, has so much good in it, get into the right paths and do justice to the many qualities it possesses. The curious thing, however, is that after a series of evasions, we often find the Chinese doing the very things they have declared to be utterly impossible. The history of railways and telegraphs in China forms an illustration of this. The Chinese Government always declared they were an impossibility, that the absolutely insurmountable—the *Fung Shui*, the rights of the Provincial Authorities, the inland taxes, the impossible; and yet they have now been introduced, although in some cases not upon the most satisfactory footing. It is wonderful how obstacles disappeared when the measure became recognised by the officials as advantageous. Possibly the day will come when the same happy change will take place in regard to currency, finance and other matters of internal administration, but as yet it must be acknowledged that time seems far distant.

Yesterday at the Magistracy a Japanese restaurant keeper in Pottinger Street was fined by Mr. Hazlewood \$250 for selling beer and sake without a licence.

Two cases of snatching from the person on the street were dealt with at the Magistracy yesterday, and sentence of six weeks' imprisonment and four hours in the stocks was passed in each case.

The American cruiser *Rainbow* was brought into Hongkong yesterday morning by the blue funnel steamer *Antiochus*, which towed her from off Amoy, the cruiser's main boiler having been damaged. The usual salute was fired on entering the port.

At a meeting of His Majesty's Justices of the Peace held at the Magistracy yesterday a afternoon the application of R. Ekhart for the transfer to him of the Cafe Weismann licence from C. Fielner was granted. Mr. F. A. Hazlewood presided, the other Justices present being Messrs. J. R. Wood, C. D. Melbourne and R. H. A. Craig.

The Supreme Court of the Philippine Islands has approved the deportation of Ly Chuan, a Chinaman convicted for the third time of the illegal use of opium. It was shown in the trial that he not only used the drug for himself but that he traded in it and the fact that he was "an exploiter of the vice" was taken into consideration by the supreme tribunal in sustaining the sentence of the lower court.

Mr. Cameron Forbes, Acting Governor-General of the Philippine Islands, has announced that the stockholders of the Manila Railroad Company, at a recent meeting in London, agreed to accept the franchise for the extension of the Manila Railroad Company's system in the Island of Luzon, retiring their bonds and accepting a guarantee by the insular government of four per cent. per annum on the invested capital conditional on the extension of the line into Albay, into the summer capital, and along the new docks in the city of Manila.

## TELEGRAMS.

[Protected by the Telegraphic Message  
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[DAILY PRESS EXCLUSIVE SERVICE.]

## THE FINAL TEST MATCH.

## ENGLAND V. AUSTRALIA.

LONDON, August 10th.

The Fifth Test Match was commenced at the Oval yesterday in the presence of upwards of 30,000 spectators. The Australians won the toss and compiled 325. The feature of the innings was the splendid all round batting of Bardsley, who ran up a score of 136 before he was dismissed. The English team had scored 41 at a cost of two wickets when stumps were drawn.

The full scores were as follows:

Gregory .....	1
Bardsley .....	136
Noble .....	2
Armstrong .....	15
Ransford .....	3
Trumper .....	73
Macartney .....	50
Hopkins .....	21
Cotter .....	7
Carter .....	4
Laver, not out .....	8
Extras .....	5

325

Carr took five wickets for 146 runs; Barnes two for 57; Sharp three for 57.

## ENGLAND.

Spooner .....	13
MacLaren .....	15
Rhodes, not out .....	7
Fry, not out .....	3
Extras .....	3

41

## PREVIOUS GAMES.

1st Test England Won by 10 wkt.  
2nd .. Australia .. 9 wkt.  
3rd .. Australia .. 126 runs

THE BRIBERY SCANDALS  
IN JAPAN.

TOKYO, August 10th.

The Appeal against the sentences imposed on officials of the Japan Sugar Refinery Co., for bribery and corruption, has been heard, and the sentences confirmed except in the cases of two minor officials, whose sentences have been quashed.

THE IMPERIAL INSTITUTE  
MURDERS.

## THE MUDEBER'S "JUSTIFICATION."

At the Police Court proceedings Madar Lal Dhingra, the Indian student who murdered Sir Curzon Wyllie and Dr. Lalacca, made the following statement—"I do not want to say anything in defence of myself, but simply to prove the justice of my deed. As for myself, no English law Court has got any authority to arrest and detain me in prison, or pass sentence of death on me. That is the reason I did not have any counsel to defend me. And I maintain that if it is patriotic in an Englishman to fight against the Germans if they were to occupy this country, it is much more justifiable and patriotic in my case to fight against the English. I hold the English people responsible for the murder of 80 millions of Indian people in the last 50 years, and they are also responsible for taking away £100,000,000 every year from India to this country. I also hold them responsible for the hanging and deportation of my patriotic countrymen, who did just the same as the English people here are advising their country to do. And the Englishmen who goes to India and gets, say, £100 a month, that simply means that he passes a sentence of death on a thousand of my poor countrymen, because these thousand people could easily live on this £100 which the Englishman spends mostly on his frivolities and pleasures.

Just as the Germans have no right to occupy this country, so the English people have no right to occupy India, and it is perfectly justifiable on our part to kill the Englishman who is polluting our sacred land. I am surprised at the terrible hypocrisy, the farce, and the mockery of the English people. They pass as the champions of oppressed humanity—the peoples of the Congo and the people of Russia—when there is terrible oppression and horrible atrocities committed in India; for example, the killing of two millions of people every year and the outraging of our women. In case this country is occupied by Germans, and the Englishman, not bearing to see the Germans walking with the insolence of conquerors in the streets of London, goes and kills one or two Germans, and that Englishman is held as a patriot by the people of this country, then certainly I am prepared to work for the emancipation of my Motherland. Whatever else I have to say is in the paper before the Court, I make this statement, not because I wish to plead for mercy or anything of that kind. I wish that English people should sentence me to death, for in that case the vengeance of my countrymen will be all the more keen. I put forward this statement to show the justice of my cause to the outside world, and especially to our sympathizers in America and Germany.

PREJUDICE AGAINST CHINESE  
PORK.

LONDON, August 9th.

The butchers, especially in the poorer neighbourhoods, have found the Chinese pork, recently imported, unsaleable owing to public prejudice.

## TRADE IMPROVING.

LONDON, August 9th.

The increase shown in the July imports amounts to £3,547,473, and in the exports to £1,781,515.

The cotton exports showed an increase of £523,717; wool, £374,633 and other yarns and textiles £245,250.

THE CONFLICT BETWEEN  
CHINA AND JAPAN.

LONDON, August 10th.  
The conflict between China and Japan is regarded in St. Petersburg as disquieting.

It is stated that Russia is endeavouring both at Tokyo and at Peking to secure a peaceful solution of the difficulty.

## COMPANY MEETING.

THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD.

The ordinary half-yearly meeting of shareholders in this Company was held at the office of the Company at noon yesterday.

Mr. R. Shawan presided, and there were also present—Messrs. F. A. Gomes, J. Bandow, W. Helm, C. R. Lenzmann, H. E. Tomkins, C. E. Anton, H. A. Siebs, R. Fulmer (directors), W. E. Clarke (secretary), J. M. Machado, A. H. M. da Silva, W. N. Fleming, L. Berlingue and others.

The SECRETARY read the notice calling the meeting, and

THE CHAIRMAN said—The report and statement of account having been in your hands for the usual period, we will, with your permission, take them as read. It is with feelings of great pleasure that your directors present you with what must be considered very satisfactory figures for the half-year's working, and we trust that the proposed appropriations of funds will meet with your approval. The net earnings of steamers and the amount at credit of Profit and Loss Account are the largest for any corresponding period since 1903, and the gross earnings exceed those of any similar period in the history of the Company. The result now laid before you has been attained under severe competition, and increased charges of over £40,000, in consequence of low exchange, increased light dues and loss in exchange of subsidiary coins, as compared with the corresponding period of last year. The total loss by subsidiary coinage amounted to £23,539.64 for the period under review.

You will notice the very substantial increase of £79,462.25 in investments in public companies, and will be put into operation. The chief promoter of the syndicate lately arrived in the capital of Kwangsi with the intention of securing mining rights in the Linkou, Hsingan and Zungning districts, as well as a reclamation scheme in the first named city.

A RICH SILVER MINE IN KWANGSI.  
It is reported that the Tiempingshan silver mine in Kwahsihsien, Kwangsi, is one of the richest mines in that province, and lately Taotai Huang Hsien-chun and Lin Shih-chi accompanied Mr. Yung, mining engineer, and others interested, to inspect it. Mr. Yung is a son of the well-known Dr. Yang Wing, who took over the early Chinese Government students to the United States. He has expressed a high opinion of the richness of the mine, which, he says, is one of a kind often come across. According to his statement, from ten to fifteen ounces (Chinese) of pure silver may be obtained from a picul of ore, and with 300 miners working a day, some 20,000 piculs of silver may be extracted from 100 tons of ore. The mining area is very extensive and about twenty lodges have been discovered.

A syndicate called the Chen Hua Co. has been formed, the principal interests in which are taken by wealthy Chinese in foreign colonies. The mining machinery has arrived and the staff has begun to sink the shafts. Facilities such as tramways and steamers are under consideration and will be put into operation. The chief promoter of the syndicate lately arrived in the capital of Kwangsi with the intention of securing mining rights in the Linkou, Hsingan and Zungning districts, as well as a reclamation scheme in the first named city. N. C. Daily News.

## THE HONEST BROKER.

HOW AMERICA WOULD GAIN BY A GREAT WAR.  
Judge Wilhelm Schwarze, a member of the Reichstag and the Prussian Diet, has given the Berlin correspondent of the New York Herald (Paris edition) some striking comments on his article, "The American Peril," which recently appeared in *Der Tag*.

"Yes," he said, "the peril would come from America in the case of a war between Great Britain and Germany."

When asked if he meant that the United States would pitch into the fight for one side or the other, he replied:

"Not at all, but the United States would be the winner, and no matter whether Germany won the fight or whether England won it, the United States would win much more. I mean that the aggressive and commercially mercenary spirit of the United States would take its advantage."

The American people are first and foremost commercial. In the event of trouble between Germany and Britain the American tradesmen would lay aside sentiment and take every commercial advantage. We should lose England would lose.

"My article in *Der Tag* was not a challenge to the American people, but a cry of alarm for our own—and for those of England if they wish to listen. I say 'Look out' for the eagle is watching."

"Germany would win because of her geographical position, affording superiority in movements and manœuvres."

"Up to the present armaments are necessary for the maintenance of peace," continued Herr Schwarze, "but in theory I am for peace by arbitration."

"The people will continue to pay taxes for war purposes so long as they are convinced of the necessity. But to come back to the original point, that of warning the German and English peoples that if they fight they will lose the spoils to the American people. When I say 'American people' I mean the almighty dollar, which is stronger than any other power."

## BURNS' GRANDCHILD DEAD.

## TENDED IN CHILDHOOD BY THE POET'S WIDOW.

The oldest direct descendant of Robert Burns has just died at Cheltenham. Mrs. Sarah Eliza Maillard Burns Hutchinson had reached the advanced age of 87 years. She was the daughter of the late Lieutenant-Colonel James Glencairn Burns, and her family are now the only lineal descendants of the poet.

Mrs. Hutchinson was born in Bengal on November 2, 1821. She lost her mother when only five days old, and was sent home to Dumfries, where she was tended by her grandmother, the widow of the poet. During this period she sat for the famous picture everywhere known to students of Burns as "Bonny Jean and her Grand-daughter."

At the age of 25 she was married to Dr. Berkeley Westropp Hutchinson, a native of Ballindoe, Ireland. A terrible misfortune overtook them when they emigrated to Australia, for they lost their children by death on the ship. In Victoria and New South Wales however, other children were born to them of whom one son and three daughters still survive—viz. Mr. Robert Burns Hutchinson (now farming in British Columbia), Mrs. Annie Vina Burns Scott (widow of a landed proprietor near Adelaide), Mrs. Violet Burns Cowring (wife of the principal of St. Bede's College, Eastbourne), and Miss Margaret Constance Burns Hutchinson.

## SUPREME COURT.

Tuesday, 10th August.

## ORIGINAL JURISDICTION.

## BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNHOLD,  
KARBEG & CO.

The action was resumed in which the Hongkong Milling Company, of which Mr. H. Percy Lee is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Borkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeil, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. Slade said it transpired from the document, copies of which were supplied on the previous day, that the fitter Beyer, on the 25th June, 1908—that was two days after the trial—sent a report home to Mr. Borsig, the manufacturer of the machine, and Mr. Borsig had sent copies of this report to Messrs. Arnhold, Karberg and Co. The only claim for protection made in the affidavit was professional privilege.

Mr. MacNeil—That is not so, my Lord.

Mr. Slade said the right grounds for objection were either privileged communication or materials for evidence.

Mr. MacNeil—Materials for evidence is the ground we are objecting on.\*

Mr. Slade said the only possible ground on which this report could be privileged was that it was written for the purpose of this case. Their Lordships knew well that reports being made in the ordinary course of business were not privileged. This report was not made to Messrs. Arnhold, Karberg and Co., but was sent home to Mr. Borsig just at the time when this trouble arose.

The Chief Justice—You say it is in Arnhold, Karberg's possession because Mr. Borsig sent them a copy?

Mr. Slade—That is all. It contains materials on which I could cross-examine the defendants, but they object to produce it and have not even put it before your Lordships.

Mr. MacNeil—That is not fair. We promised your Lordships to produce all Borsig's correspondence.

The Chief Justice—We did not see the document.

Mr. Slade—This letter is as much part of Borsig's correspondence as any other part, and they refuse to produce it.

Mr. MacNeil said among the documents for which privilege was claimed were documents which were obtained in order to afford materials for evidence. Counsel quoted authorities in support of this contention and said it seemed to him perfectly clear that their Lordships must hold the document in question to be privileged inasmuch as the matter was to be placed in the hands of plaintiff's solicitor for the action.

Mr. Slade said this was not an accurate statement, as there was no threat of action at that time.

Mr. MacNeil said the statement was that his client should be held responsible. This report was not made to them, otherwise it should be disclosed. Mr. Beyer made the report to Mr. Borsig, and Messrs. Arnhold, Karberg and Company's Berlin house received the report from Mr. Borsig. There could not be the smallest doubt that the document was material for evidence and nothing else.

Mr. Slade did not know whether his friend's statement that the document was obtained by the Berlin house for the purpose of being submitted, was founded on instructions, but it was apparently entirely opposed to the wording of the letter of August 12th in which the report was first received. It was, he submitted, perfectly clear from that that it was voluntarily sent by Mr. Borsig to excuse himself from possible claims on the part of Arnhold, Karberg & Co. against him, and not for any way assisting Arnhold, Karberg & Co. in the way of evidence.

The Chief Justice—He mentions difficulties with Beyer.

Mr. Slade—Because difficulties were raised with Beyer, that does not necessarily make everything privileged.

The Chief Justice—Here is a firm in Berlin which understand that their branch house in Hongkong is threatened with proceedings, and they send them a report from Borsig.

Mr. Slade—Arnhold, Karberg and Company in Berlin, and Arnhold, Karberg and Company in Hongkong are the same firm, and the report has been received by them. The report did not come into existence for the purpose of being used as evidence.

The Chief Justice announced that the Court thought the document was not privileged.

Mr. Slade was then recalled for re-examination by Mr. Slade and gave evidence regarding a third test he made. The temperature of the ice of both companies was 18° degrees, and each piece, which weighed 8 lbs., was as similar as possible in shape. When the Milling Company's block of ice had melted, there remained of the Ice Company's block 7½ ounces. In each case the piece of ice used as a test was taken from as near the centre of a block as possible. The first test he made was 7.9 per cent. in favour of the Ice Company, the second 5.3, the third 5.85 per cent. and the mean 5.35 per cent. The quantity of ice to be supplied by the Milling to the Ice Company was 5,300 tons per annum, the percentage of loss on this at 6.35 being 400 tons. The loss at 6.35 per cent. on this would be \$8,960. In the machinery supplied at Junk Bay there was no special apparatus for removing the core from the ice.

Mr. Slade said he did not wish to go into the question of machinery at this point unless

driven to it. He had not dealt with the question of process or the question of machinery at all because it seemed to him immaterial. This was purely and simply a question of saving time.

Mr. MacNeil said he was quite agreeable to that. They said in the pleadings that given considerable opportunity their plant would have made ice quite up to the warranty. The plant was a proper plant for producing proper ice.

The Court decided that questions of machinery should be postponed until the question arose.

Mr. MacNeil suggested that the Court should ascertain from Mr. Haxton his meaning when he said there was no special apparatus for extracting a core.

The Chief Justice (witness)—Can you say whether there is an efficient apparatus at the Milling Co. for getting ice out of the water in which the ice is made?—I don't think so.

Have you seen the plant?—Yes.

And you it know all about it?—Yes, and it is necessary to supercede some special apparatus which was not there to eliminate air so as to remove a core.

Does the practical consume supply a large part of the trade?—Only a small part.

Have you customers who buy in blocks?—Our shipping customers buy by the ton.

With regard to tests, was there any substantial difference in the quality of the ice?—No.

Supposing you took a block of fifty pounds do you think the test would be the same?—Yes.

Mr. J. Lechner, who was formerly a fitter at Quarry Bay, said he was engaged by Mr. Rennie to take charge of the erection of the ice plant at June Bay. He took all his orders from Mr. Beyer with regard to the work. In the early part of June a trial, carried out by Mr. Beyer, was stopped by the breaking of a crane. There were three engineers there, who took eight hour shifts, and during the 24 hours at a subsequent trial the machinery ran very well, there being only one stoppage of about two hours. Altogether the machinery ran between seven and eight days. The ice produced at the beginning of the trial was not so good as that produced later.

Mr. Davidson, solicitor and managing clerk to Messrs. Hastings and Hastings, deposed to drawing up the agreement for the purchase of the ice plant by plaintiffs from the defendants. The agreement was drawn up on the instructions of Mr. George Hastings, and on October 15th was sent to the office of Messrs. Arnhold, Karberg and Co. with the object of getting Mr. Arndt's signature. When witness called he saw another gentleman who was acting manager during Mr. Arndt's absence in Canton. That gentleman read the document, but said he would rather not sign it. The agreement was eventually signed by Mr. Rennie on the one part, and by Mr. Arndt on the other.

Mr. MacNeil asked their Lordships whether they would consent to hear the two counsel on each side in the summing up. In that event one man could deal with technical questions, and the other with other points.

The Chief Justice intimated that the Court had no objection so long as the same ground was not covered twice.

Shortly after Mr. MacNeil had proceeded to open the defence the Court rose with the object of paying a visit to the Ice Works.

The hearing of the case will be resumed this morning.

THE NEW GERMAN CHANCELLOR'S CAREER.

ONE OF THE KAISER'S INTIMATE FRIENDS.

Dr. von Bethmann-Hollweg, the new Chancellor, has made rapid advance. He is one of the Emperor's intimate friends, having been brought into frequent contact with his Majesty when Provincial Governor of the Province of Brandenburg. With his headquarters at Potsdam he used to take long walks and rides with his Majesty.

The Emperor was not slow to recognize his administrative talents, notably in the field of social legislation, and in 1901 his Majesty offered the new Chancellor the Prussian Ministry of the Interior, which the Governor refused, as the conditions which he felt he must make owing to the situation caused by Conservatism to the Emperor's canal plans could not be fulfilled.

The Chief Justice—He mentions difficulties with Beyer.

Mr. Slade—Because difficulties were raised with Beyer, that does not necessarily make everything privileged.

The Chief Justice—Here is a firm in Berlin which understand that their branch house in Hongkong is threatened with proceedings, and they send them a report from Borsig.

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Mr. Slade said he did not wish to go into the question of machinery at this point unless

## CHARGES AGAINST SHIP'S OFFICERS.

## MARINE COURT OF INQUIRY.

## MATE'S CERTIFICATE SUSPENDED FOR TWO YEARS.

Ultimately the mate was removed from the ship by the Water Police.

The President—Who gave the order?—I believe you did, sir.

The President—Well, I want you to tell me.

Examination continued—He was very excited when the Water Police took him away. It was possible to have drinks brought up to the bridge when there by calling the boy.

By the Court—The steward runs the bar, but that was for the passengers. The officers could have as many drinks as they wished. He had power to stop it, but he did not do so because the mate seemed all right when they left. He had never been abused before.

Capt. Rolfe—Is it usual for the officer of the watch to have drinks on the bridge when on watch?—Not when on watch.

Capt. Lloyd—What steps did you take with regard to stopping the chief officer's liquor after you saw his condition at Wongmoo?—I told the boy to let him have no more.

The President—Is this officer signed off?—Yes.

Capt. Hodgins—Was this the first complaint against this officer?—No, sir.

The President—How long has he been with you?—From 16th June to 20th July.

The President—How long do you keep your chief officers?—Year in and year out if they behave themselves.

How long did the last one stay?—Three weeks.

And the previous one?—Two weeks.

How is that "year in and year out"?—The one before stayed six months.

Where did you get this man?—In the Sailors' Home.

Cross-examined by the Chief Officer—He did not read the official log to him on board the ship because he was too abusive.

Does that mean you thought he would hit you?—Yes.

Witness did not enter it in the log at the time because he thought Hanlon would be all right again, and he did not wish to get the man into trouble.

Could you write your name on July 18th and 19th?—I don't understand the question.

The President—Answer yes or no?—Yes.

The Mate—You say you were on the bridge when the *Shun Lee* passed?—Yes, I did not give any orders than to slow down as I had previously given instructions to the pilot.

Did you see the typhoon signals up on leading Kongmoo?—I did.

Leaving Hongkong on the 18th, why was the ship kept waiting half an hour for you?—I told them the time I would sail.

The President—Did she wait thirty minutes?

She did not; she sailed at the appointed time.

The Mate—Did nobody go up to your house to call you during the afternoon?—Yes, but I could not understand why. I was out then.

What state were you in when you came down on Sunday evening about six p.m.?—The same as I am now—my ordinary condition.

Had the ship left Hongkong several times without your being on the bridge?

The President—That has nothing to do with this case.

John Barr, engineer on the *Shun On*, said that the mate was on the bridge from 8.30 till they reached Wongmoo. He thought Hanlon was under the influence of drink, but was not incapable. On the voyage from Wongmoo to Hongkong the Captain was sober and gave no provocation to the man to abuse him.

Capt. Lloyd—Did you hear the mate criticizing the action of the master during the time they were at anchor?—No.

The President—Has there been any friction between the master and the mate before this?—No.

Was there any delay in sailing on the 18th July?—No.

Did you see the master when he arrived on board that night?—Yes.

Was he sober?—Yes.

Anybody can get drinks on board?—Yes.

Officers and passengers can get liquor at any hour by sending down for it?—Yes.

You say the chief officer was under the influence of liquor when you were at anchor at Wongmoo?—Yes.

Would you say he was quite safe to go on the bridge?—Yes.

He was just a bit cheerful, eh?—Yes.

You would have perfect confidence in turning in when the chief officer was in this state?—Yes. He was not sufficiently under the influence of liquor to be untrustworthy.

I take it these boats are largely navigated by the pilot?—What do you mean?

You have a pilot on board?—Yes.

And he takes charge during the intricate navigation?—I don't know.

There is a difference between a man taking nominal charge and complete charge?—Would you say the chief officer was capable of handling any ship from the bridge point of view?—Yes.

The Secretary of the *Shun On* Company spoke to Hanlon creating a disturbance on the steamer at the wharf on July 2nd, and to calling witness a coolie.

The pilot on the *Shun On* said he saw the mate on the bridge on the occasion stated. He was "away from his hands and legs," by which witness meant that the mate was under the influence of liquor. Witness also spoke as to the master and the mate having a quarrel.

The captain told witness to anchor at Wongmoo and the mate told him to go straight on to Hongkong. Witness said he saw the mate threaten the captain, and heard him speak loudly to the captain. As far as witness knew the master was sober all the voyage.

The quartermaster also testified to seeing a quarrel between the master and the mate after leaving Kongmoo. He also declared that the captain was sober during the voyage.

Another Chinese member of the crew said the mate was insolent to the Captain, and followed him about the ship. In his opinion the mate was drunk on that occasion and the captain was sober throughout the voyage.

The Bank Line str. *Sovereign* sailed from Vancouver on the 7th inst. for Hongkong via ports.

The mate then gave evidence on his own behalf. He said the *Shun On* left Kongmoo twenty minutes to six, and the Captain did not come on deck again until they were anchored at Wongmoo.

The President—Have you any reason to suggest why he was not on deck?—He was under the influence of liquor.

Have you got any witnesses to that effect?—No.

You have no one?—No.

No one to substantiate it?—No.

The President—Do you consider it is any use making a statement you cannot substantiate? I should advise you to withdraw it. There is no object in making a statement you cannot substantiate.

The statement made by witness before the Marine Magistrate was read.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION

**NOTICE IS HEREBY GIVEN** that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of AUGUST, 1909, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 5th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st July, 1909. [1028]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

**THE ORDINARY HALF-YEARLY MEETING** of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors,

GEO. A. CALDWELL,  
Acting Secretary.

Hongkong, 27th July, 1909. [1015]

## NEW ADVERTISEMENTS

## FOR SALE.

REMINGTON TYPEWRITER, with TABULATOR AFFIXED, in good condition.

Apply to "REMINGTON," Care of "Daily Press" Office, Hongkong, 11th August, 1909. [1050]

## NOTICE.

CHINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Foochow, Hakka and Cantonese dialects. Knowledge of the Reading and Writing of the Chinese Characters is desirable. English essential.

Salary \$90 per month Singapore. Currency with an allowance of \$10 per month in lieu of quarters.

Applications to—

GIBB, LIVINGSTON & Co., Agents,

British North Borneo Govt.

Hongkong, 11th August, 1909. [1051]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE I.G.M. Steamship

## "BULOW."

Captain F. Proesch, will leave for the above places TO-DAY, the 11th inst., at 10 A.M. For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co., General Agents.

Hongkong, 11th August, 1909. [1052]

## ENTERTAINMENT

## THEATRE ROYAL.

## CITY HALL.

4 NIGHTS ONLY 4  
COMMENCING  
TO-MORROW (THURSDAY),  
AUGUST 12TH.

MAURICE E. BANDMANN PRESENTS

**THE MERRY LITTLE MAIDS**  
COMIC OPERA CO.

THURS. The Enormously Successful Comic Opera Aug. 12th, A WALTZ DREAM.

FRI. For the First Time in Hongkong. The Great Gaiety Theatre Success HAVANA. Aug. 13th.

SATUR. The Hit of the Century. The World's Record Breaker. THE MERRY WIDOW. Aug. 14th.

MON. Gilbert and Sullivan's Masterpiece THE MIKADO. From the Savoy Theatre, London. Aug. 16th.

PRICES... \$3, \$2 & \$1.

Box Plan now Open at—

S. MOUTRIE & Co., LTD.

Doors Open at 8.30. Commence at 9 P.M.

Hongkong, 2nd August, 1909. [1030]

## AUCTION

## PUBLIC AUCTION.

**T**HE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON THURSDAY, the 19th AUGUST, 1909, at 3 P.M., alongside Queen's Statue Wharf, The Steam Launch

"SWALLOW," Length over all 78 feet, Breadth 14 feet 4 inches, Moulded Depth 8 feet; Capacity—Gross Tonnage 66.53, Net Tonnage 35.96, Compound Surface Condensing Engines 92 by 18, Working Pressure 125 lbs, 8 years old.

Licensed to carry—Within the Harbour Limits—120 passengers. Within the Local Trade Limits—81 passengers. Outside the Local Trade Limits—24 passengers.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1909. [1044]

## WANTED.

A YOUNG LADY ASSISTANT (British) for the Music Department of a Store.

Apply by letter to— "MUSIC," Cars of "Daily Press" Office, Hongkong, 9th August, 1909. [1055]

## COAL.

**B**UNKER COAL can now be Supplied, from the Deep Coals of SABAWAK GOVERNMENT MINES, at Lubutan and Brookeston, at Reduced Rates. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Lubutan. Telegrams: May, Lubutan. [1939]

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, II. Floor.

ONE SPACIOUS GODOWN, No. 125, Wan Chai Road.

Apply—REUTER, BRÜCKELMANN & Co., Hongkong, 1st July, 1909. [911]

## TO LET.

NO. 1, ORMSBY TERRACE.

No. 5, BARROW TERRACE. Cheap Rental.

Apply to—SPANISH PROCURATION, Hongkong, 31st July, 1909. [1026]

## TO LET.

NO. 1, OBSERVATORY VILLAS.

Kowloon, Five-Roomed House; Electric Lights and Tennis Court.

"ERANER BUNGALOW" Kowloon. A Small Garden attached. Moderate Rental.

Apply to—ARRATOON V. APCAR & Co., 14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

## TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

## TO LET.

NO. 3, LYEEMOON VILLAS, Kowloon.

A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate.

Apply to—X. Y. Z., Care of "Daily Press" Office, Hongkong, 7th July, 1909. [937]

## TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Electric Fittings, suitable for Offices or Dwellings.

Also, GODOWN, No. 9, Duddell Street.

Apply to—A. B. AVASIA, 1, Duddell Street.

Hongkong, 1st July, 1909. [912]

## TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 4th August, 1909. [1035]

## TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Electric Fittings.

Apply to—A. B. AVASIA, 1, Duddell Street.

Hongkong, 10th August, 1909. [941]

## TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1909. [97]

## TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Electric Fittings.

Apply to—E. A. & C. F. CAVALHO, 14, Arundel Road.

Hongkong, 4th August, 1909. [1036]

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NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Electric Fittings.

Apply to—E. A. & C. F. CAVALHO, 14, Arundel Road.

Hongkong, 4th August, 1909. [1036]

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Hongkong, 4th August, 1909. [1036]

## NOTICES TO CONSIGNEES

**"BEN"** LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE"  
FROM ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

**C**ONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 11th inst. will be subject to rent.

All claims must be presented to the undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 11th inst. at 11 A.M.

No fire insurance has been effected.

Bills of lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th August, 1909. [1043]

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, consignees of cargo by her are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable goods to be taken delivery of immediately.

All claims must be sent to the office of the undersigned before noon on the 16th inst., or they will not be recognized.

All claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst. at 9.30 A.M.

No fire insurance has been effected.

CARLOWITZ &amp; CO., Agents.

Hongkong, 6th August, 1909. [1043]

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KARONGA."

Captain Leslie having arrived from the above ports, consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 16th inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent.

No fire insurance has been effected.

Bills of lading will be countersigned by SHEWAN, TOMEY & CO., Agents.

Hongkong, 9th August, 1909. [1053]

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. AUTHORIZED CAPITAL £6,000,000  
Subscribed Capital 3,275,000  
Paid-up Capital 1,212,500 0 0  
II. FIRE FUNDS 3,234,753 7 10

The undersigned, AGENTS for the above company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEY & CO., Agents.

Hongkong, 21st July, 1909. [1063]

## NOTICE

WE, THE UNDERSIGNED, Trustees for the Creditors of TSO KIT KEE appointed by Deed Dated the 27th day of February, 1909, Herby Give Notice that having on the 27th day of April last paid to the Creditors a final dividend of 3½ per cent. in respect of the debts due to them respectively, we have now declared and are prepared to pay a Second and Final Dividend of 18 per cent. on the 15th day of August, 1909. We therefore request that each of the Creditors on that day send us, at the Comptrollers Department of MESSRS. W. G. HUMPHREYS & CO., 16A Queen's Road Central, Hongkong, an account of the debt due to such Creditors by Tso Kit Kee, together with any promissory note or such proof or other securities held in respect thereof.

NG KWOK HING,  
CHAN FAI YU.  
Hongkong, 9th August, 1909. [1057]



When you are over-heated, thirsty and tired, drink

## Montserrat Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—  
Unsweetened, i.e., Plain Lime juice.  
Sweetened, i.e., Lime juice Cordial.

Agents—A. C. Watson & Co., Ltd., Hong Kong.

1040

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."  
A.I.A.C. and Engineering Code User  
NEW DOCK NOW OPEN.

DOCK No. 5.

Extreme Length... 722 feet  
Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 512 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPAR-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

[805]

## APENTA

### NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the

Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE.—A wineglassful in the morning

before Breakfast.

[1052]

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS.

## THORNE'S OLD VAT

PER CASE

15

14

13

12

11

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1

0

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS CURE FOR 100 YEARS.

Keating's Worm Tablets

Are purely Vegetable  
Preparation  
Keating's Worm Tablets furnish a most  
agreeable method of alleviating the  
only certain remedy for Intestinal  
Tract Worms. Perfectly safe, mild,  
and especially adapted for children.  
To be obtained of all Druggists,  
Froelich, THOMAS KEATING,  
London, Eng.

[93]

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

## COMPANY REPORT.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-eighth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 21st inst., is as follows:—

Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the bank, and Balance Sheet for the half-year ending 30th June, 1909.

The net profits for that period, including

\$2,006,234.08, balance brought forward from last

account, after paying all charges, deducting

interest paid and due, and making provision for bad and doubtful accounts, amount to

\$5,493,446.41.

The Directors recommend the transfer of

\$750,000 from the profit and loss account to

the silver reserve fund, which fund will then stand at \$15,250,000.00.

After making this transfer and deducting

remuneration to directors there remains for

appropriation \$4,723,446.41, out of which the

directors recommend the payment of a dividend

of two pounds sterling per share, viz. £240,000,

which at 1/9·1/8, the rate of the day, will absorb

\$2,726,627.22.

The balance, \$2,001,819.19, to be carried to

new profit and loss account.

Banches and Agencies.—A branch office of

the bank was opened at Canton on the 6th July.

Directors.—Mr. G. Friesland having resigned

his seat on leaving the Colony, Mr. J. W.

Bandow has been invited to fill the vacancy; this appointment requires confirmation at this

meeting.

Auditors.—The accounts have been audited

by Mr. W. Hutton Potts and Mr. J. W. Bonner.

W. J. GRESSON,  
Chairman.

Hongkong, 10th August, 1909.

## LIABILITIES

Paid-up capital £1,500,000.00

Starling reserve fund £1,500,000.00  
@ ex. 2/-

Silver reserve fund 14,500,000.00

Marine insurance account 250,000.00

## SHIPPING.

## ARRIVALS.

ANTILLOCHUS, British str., 5,796, G. D. Keag, 10th August—Tacoa via Japan 15th July, General—Butterfield & Swire.  
BUELOW, German str., 5,225, F. Prisch, 10th August—Bremer 30th June, Mails and General—Molchart & Co.  
HAIMUN, British str., 636, J. W. Evans, 10th August—Swatow 9th August, General—Dongas Laprak & Co.  
JASON, British str., 4,800, T. G. Steever, 10th August—Japan 27th July and Foochow 8th August, General—Butterfield & Swire.  
KURICHOW, British str., 10th Aug.—Canton.  
MANDASAN MARU, Jap. str., 2,444, Shimizu 10th August—Mikko 4th August, Coal—Mitsui Bussan Kaisha.  
PAINTING, British str., 1,027, D. M. Scott, 10th August—Weihaiwei 6th August, Salt—Butterfield & Swire.  
PRINZ LUDWIG, German str., 5,703, F. v. Binsz, 10th August—Yokohama 31st July, General—Molchart & Co.  
RAINBOW, U.S.A. man-of-war, 6,157, Crookshaw, 10th August—Shanghai 5th August

CLEARANCES,  
AT THE HARBOUR MASTER'S OFFICE.

10th August.  
Belton, German str., for Batavia.  
Fritjof, Norwegian str., for Hoihow.  
Rejubar, German str., for Hoihow.  
Singer, British str., for Hoihow.

## DEPARTURES.

10th August.  
ABRAHAM APICA, British str., for Shanghai.  
CHINKIANG, British str., for Shanghai.  
HAIYANG, British str., for Foochow.  
HANGCHOW, British str., for Chinkiang.  
HANGHANG, British str., for Swatow.  
KODI, Norwegian str., for Samarang.  
SUNGANG, British str., for Chingtao.  
SUNGKANG, British str., for Cebu.

## SHIPPING REPORTS.

The British str. Peacock reports: Fresh S.W. monsoon and high S.W. swell from Ting Ting to Port.

The British str. Haimun reports: Fresh S.W. breeze and moderate sea, weather fine and equally.

## VESSELS IN DOCK.

August 10th.

ABERDEEN DOCK—Coblenz.  
KOWLOON DOCK—Forwards, Bulwer, Chansang, Persia, Sorogon, Dos Hermanos, Telmachi, C. Diederichsen.  
COSMOPOLITAN DOCK—Magallanes.

TAIKOO DOCK—Foochow, Kagu Maru.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies)

STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN Ports up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA, and MALAGA.)

## THE Steamship

"ISCHIA." Captain Belotti, will be despatched as above TO-MORROW, the 12th inst., at Noon. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th August, 1909. [4]

"SHIRE" LINE OF STEAMERS LTD.

FOR LONDON AND ANTWERP.

## THE Steamship

"CARMARTHENSHIRE." Captain Daniel, will be despatched as above on or about the 25th instant.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £3.50.

For further particulars, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909. [1032]

"SHIRE" LINE OF STEAMERS LTD.

FOR MARSEILLES, LONDON AND LEITH.

## THE Steamship

"CARNABYONSHIRE." Captain Ingram, will be despatched as above on or about the 25th inst.

For Freight apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909. [1031]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Callao, at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA."

Captain Badenoch, will be despatched as above on or about the 25th August.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Building.

Hongkong, 30th July, 1909. [3]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "jm," and those vessels berthed at the Kowloon Wharf "kw." together with the numbers denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	G. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 11th inst.
LONDON & VARIOUS PORTS OF CALL.	CALEDONIA	Brit. str.	—	P. & O. S. N. Co.	W. Heyward, R.N.R.	On 21st inst., at Noon.
CARMARTHENSHIRE	CARMARTHENSHIRE	Brit. str.	—	Daniel.	JARDINE, MATHESON & CO., LTD.	About 25th inst.
ANTWERP	SAMBIA	Gen. str.	k. w.	Müller.	HAMBURG-AMERICA LINE	To-morrow.
ANTWERP, ROTTERDAM & HAMBURG &c.	ABARIA	Gen. str.	k. w.	Neumann.	HAMBURG-AMERICA LINE	About mid. of Sept.
ROTTERDAM, HAMBURG & CO.	ANDALUSIA	Gen. str.	k. w.	Block.	HAMBURG-AMERICA LINE	On 1st Sept.
HAVRE, Bremen & Hamburg, &c.	SPERZA	Gen. str.	k. w.	Peter.	HAMBURG-AMERICA LINE	On 14th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SELAONIA	Gen. str.	k. w.		HAMBURG-AMERICA LINE	On 18th inst.
MARSEILLE, HAVRE & HAMBURG, &c.	YEDDO	Gen. str.	k. w.		MELCHERS & CO.	Middle of Aug.
MARSEILLES, &c., VIA PORTS OF CALL.	ERNST SIMONS	Gen. str.	—		MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 18th inst., at D'light.
MARSEILLES, LONDON & LEITH	CARNABYONSHIRE	Brit. str.	—		JARDINE, MATHESON & CO., LTD.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 1st Sept., at D'light.
MARSEILLES, HAVRE & HAMBURG &c.	SAXONIA	Gen. str.	k. w.	Rabel.	HAMBURG-AMERICA LINE	On 2nd Sept.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CATHAY	Gen. str.	—		MELCHERS & CO.	End of Sept.
MARSEILLES, &c., VIA SUEZ CANAL	MISHIMA MARU	Jap. str.	—		TOYO KISEI KAISHA	About 25th inst.
MARSEILLES, LONDON & ANTWERP, &c.	AMERICA MARU	Jap. str.	—		TOYO KISEI KAISHA	On 30th inst., at Noon.
CALLAO, IQUIQUE &c., VIA JAPAN PORTS.	PRINZ LUDWIG	Gen. str.	—		TOYO KISEI KAISHA	To-day, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	SILESIA	Aut. str.	—		SANDER, WIELER & CO.	About 25th inst.
INDRAWADI	INDRAWADI	Brit. str.	—		JARDINE, MATHESON & CO., LTD.	On 21st inst.
WEILER PRINCE	WEILER PRINCE	Brit. str.	—		ARNHOLD, KARBERG & CO., LTD.	On 13th inst.
LENNOX	LENNOX	Brit. str.	—		ARNHOLD, KARBERG & CO.	On 14th inst.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.		DODWELL & CO., LTD.	On 15th inst., at 6 P.M.
MONTRÉAL	MONTRÉAL	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 26th inst.
SEATTLE MARU	SEATTLE MARU	Jap. str.	—		CANADIAN PACIFIC R. CO.	On 18th Sept., at Noon.
KASA MARU	KASA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 28th inst.
SHINANO MARU	SHINANO MARU	Gen. str.	1 m.		OSAKA SHOSEN KAISHA	On 17th inst., at 4 P.M.
CHANGSHA	CHANGSHA	Gen. str.	—		MELCHERS & CO.	On 23rd inst., at 10 A.M.
ALDENHAM	ALDENHAM	Gen. str.	—		TOYO KISEI KAISHA	On 23rd inst., at Noon.
NIKKO MARU	NIKKO MARU	Jap. str.	—		TOYO KISEI KAISHA	On 1st Oct., at Noon.
KUMANO MARU	KUMANO MARU	Gen. str.	—		TOYO KISEI KAISHA	On 13th inst., at Noon.
CHUNBANG	CHUNBANG	Gen. str.	—		TOYO KISEI KAISHA	On 20th inst., at 10 A.M.
KINSGANG	KINSGANG	Gen. str.	—		TOYO KISEI KAISHA	On 27th inst., at 5 P.M.
KANAGAWA MARU	KANAGAWA MARU	Gen. str.	—		TOYO KISEI KAISHA	On 1st Sept., at Noon.
MITSUAKI MARU	MITSUAKI MARU	Gen. str.	—		TOYO KISEI KAISHA	Quick despatch.
KUMANO MARU	KUMANO MARU	Gen. str.	—		TOYO KISEI KAISHA	TO-morrow, at 4 P.M.
KUMINI	KUMINI	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
KUMKOW	KUMKOW	Gen. str.	—		BUETFIELD & SWIPE	TO-day, at 4 P.M.
NANCHANG	NANCHANG	Gen. str.	—		BUETFIELD & SWIPE	TO-day, at 10 A.M.
BUELLOW	BUELLOW	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
BUJUN MARU	BUJUN MARU	Jap. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
ANRIU	ANRIU	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
KAIKAN	KAIKAN	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
YOSHIO MARU	YOSHIO MARU	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI & KOBE	SHANGHAI & KOBE	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, KORE & YOKOHAMA	SHANGHAI, KORE & YOKOHAMA	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SHANGHAI, YOKOHAMA, KOBE & MOJI	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & KUMA	SHANGHAI, YOKOHAMA, KOBE & KUMA	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & TAIPEI	SHANGHAI, YOKOHAMA, KOBE & TAIPEI	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & TAIPEI	SHANGHAI, YOKOHAMA, KOBE & TAIPEI	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & TAIPEI	SHANGHAI, YOKOHAMA, KOBE & TAIPEI	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & TAIPEI	SHANGHAI, YOKOHAMA, KOBE & TAIPEI	Gen. str.	—		BUETFIELD & SWIPE	TO-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KO						

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: DAILY PRESS Codes: A.B.C.

5th Ed. Letters.

P.O. Box, 33. Telephone No. 12.

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of AUGUST, 1909, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st July, 1909. [1028]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors,

GEO. A. CALDWELL,  
Acting Secretary.

Hongkong, 27th July, 1909. [1015]

## NEW ADVERTISEMENTS

## FOR SALE.

REMINGTON TYPEWRITER, with TABULATOR AFFIXED, in Good Condition.

Apply to— "REMINGTON," Care of "Daily Press" Office, Hongkong, 11th August, 1909. [1060]

## NOTICE.

CHINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Teochew, Hakka and Cantonese dialects—a Knowledge of the Reading and Writing of the Chinese Characters desirable. English essential.

Salary—\$90 per month. Singapore Currency with an allowance of \$10 per month in lieu of quarters.

Applications to— GIBB, LIVINGSTON & CO., Agents, British North Borneo Govt., Hongkong, 11th August, 1909. [1061]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, NAGASAKI, HIROGO AND YOKOHAMA.

THE I.G.M. Steamship "BUELOW."

Captain F. Preisch, will leave for the above places TO-DAY, the 11th inst., at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO., General Agents.

Hongkong, 11th August, 1909. [5]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

## "NIPPON"

Capt. Tarabochia, will leave for the above places on WEDNESDAY, the 16th inst., A.M.

This steamer has capital accommodation for passengers, electric light carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Prince's Building.

Hongkong, 11th August, 1909. [3]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

## "BUELOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance will be effected.

Hills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO., General Agents.

Hongkong, 13th August, 1909. [5]

## NOTICE

DURING the Temporary Absence of Mr. D. R. FUHRMANN from the Colony, Mr. HAKON SCHLUTER is authorized to sign our Firm for Procurement.

REUTER, BROCKELMANN & CO.

Hongkong, 10th August, 1909. [1059]

HONGKONG JOCKEY CLUB.

## NOTICE

MEMBERS wishing to put down for Subscription Griffins for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

IN THE MATTER OF THE GOODS OF HARRY WILLIAM HINE, DECEASED.

ALL CLAIMS against the Estate of the late HARRY WILLIAM HINE, who died at Hongkong on the 29th day of July, 1909, should be sent in to the Undersigned before the 1st day of September, 1909.

LANCLOT GILES,  
H. B. M. Acting Vice Consul, Canton, Canton, 3rd August, 1909. [1042]

## ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

4 NIGHTS ONLY

COMMENCING

TO-MORROW (THURSDAY),

AUGUST 12TH.

MAURICE E. BANDMANN PRESENTS

THE MERRY

LITTLE MAIDS

COMIC OPERA CO.

THURS. The Enormously Successful Comic Opera

A WALTZ DREAM.

FRI. For the First Time in Hongkong

AUG. 13th. The Great Gaity Theatre Success

HAVANA.

SATUR. The Hit of the Century.

AUG. 14th. THE MERRY WIDOW.

MON. Gilbert and Sullivan's Masterpiece

AUG. 16th. THE MIKADO.

From the Savoy Theatre, London.

PRICES ... \$3, \$2 & \$1.

Box Plan now Open at—

S. MOUTRIE & CO., LTD.

Doors Open at 8.30. Commence at 9 P.M.

Hongkong, 2nd August, 1909. [1030]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

ON THURSDAY,

the 19th AUGUST, 1909, at 3 P.M., alongside Queen's Statue Wharf,

The Steam-Launch

"SWALLOW," Length over all 78 feet,

Breadth 14 feet 4 inches, Molded Depth 8 feet;

Capacity—Gross Tonnage 66.53. Net Tonnage 35.56. Compound Surface Condensing Engines 92 by 18, Working Pressure 125 lbs. 8 years old.

Licensed to carry—Within the Harbour Limits—120 passengers.

Within the Local Trade Limits—81 passengers.

Outside the Local Trade Limits—24 passengers.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1909. [1044]

WANTED.

A YOUNG LADY ASSISTANT (British) for the Music Department of a Store.

Apply by letter to—

"MUSIC," Care of "Daily Press" Office.

Hongkong, 9th August, 1909. [1055]

COAL.

BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brooketon at Reduced Rates. Large stock always on hand.

Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & CO., LTD.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1909. [818]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon, Five-Roomed House; Electric Lights and Tennis Court.

Apply—

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Kowloon. A Small Garden attached. Moderate Rental.

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Hongkong, 3rd March, 1909. [399]

TO LET.

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Hongkong, 7th July, 1909. [936]

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Hongkong, 29th June, 1909. [909]

TO LET.

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Hongkong, 7th August, 1909. [1053]

TO LET.

A HOUSE in Wong Nei Chong Road.

Apply to—

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1, Duddell Street.

Hongkong, 1st July, 1909. [912]

TO LET.

NO. 5, WYNDHAM STREET, containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO,

## SUPREME COURT.

Tuesday, 10th August.

## IN ORIGINAL JURISDICTION.

## BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNOLD,  
KARBERG & CO.

The action was resumed in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeil, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. Slade said it transpired from the documents, copies of which were supplied on the previous day, that the letter Beyer, on the 25th June, 1908—that was two days after the trial—sent a report home to Mr. Borsig, the manufacturer of the machine, and Mr. Borsig had sent copies of this report to Messrs. Arnhold, Karberg and Co. The only claim for protection made in the affidavit was professional privilege.

Mr. MacNeil.—That is not so, my Lords.

Mr. Slade said the right grounds for objection were either privileged communication or materials for evidence.

Mr. MacNeil.—Materials for evidence is the ground we are objecting on.\*

Mr. Slade said the only possible ground on which this report could be privileged was that it was written for the purpose of this case. Their Lordships knew well that reports were made in the ordinary course of business were not privileged. This report was not made to Messrs. Arnhold, Karberg and Co., but was sent home to Mr. Borsig just at the time when this trouble arose.

The Chief Justice.—You say it is in Arnhold, Karberg's possession because Mr. Borsig sent them a copy?

Mr. Slade.—That is all. It contains materials on which I could cross-examine the defendants, but they object to produce it and have not even put it before your Lordships.

Mr. MacNeil.—That is not fair. We promised your Lordships to produce all Borsig's correspondence.

The Chief Justice.—We did not see the document.

Mr. Slade.—This letter is a much part of Borsig's correspondence as any other part, and they refuse to produce it.

Mr. MacNeil said among the documents for which privilege was claimed were documents which were obtained in order to afford materials for evidence. Counsel quoted authorities in support of this contention and said it seemed to him perfectly clear that their Lordships must hold the document in question to be privileged inasmuch as the matter was to be placed in the hands of plaintiff's solicitor for the action.

Mr. Slade said this was not an accurate statement, as there was no threat of action at that time.

Mr. MacNeil said the statement was that his client should be held responsible. This report was not made to them, otherwise it should be disclosed. Mr. Beyer made the report to Mr. Borsig, and Messrs. Arnhold, Karberg and Company's Berlin house received the report from Mr. Borsig. There could not be the smallest doubt that the document was material for evidence and nothing else.

Mr. Slade did not know whether his friend's statement that the document was obtained by the Berlin house for the purpose of being submitted, was founded on instructions, but it was apparently entirely opposed to the wording of the letter of August 12th in which the report was first received. It was, he submitted, perfectly clear from that it was voluntarily sent by Mr. Borsig to excuse himself from possible claims on the part of Arnhold, Karberg & Co. against him, and not for any way assisting Arnhold, Karberg & Co. in the way of evidence.

The Chief Justice.—He mentions difficulties with Beyer.

Mr. Slade.—Because difficulties were raised with Beyer, that does not necessarily make everything privileged.

The Chief Justice.—Here is a firm in Berlin which understand that their branch house in Hongkong is threatened with proceedings, and they send them a report from Borsig.

Mr. Slade.—Arnhold, Karberg and Company in Berlin, and Arnhold, Karberg and Company in Hongkong are the same firm, and the report has been received by them. The report did not come into existence for the purpose of being used as evidence.

The Chief Justice announced that the Court thought the document was not privileged.

Mr. Slade was then recalled for re-examination by Mr. Slade and gave evidence regarding a third test he made. The temperature of the ice of both companies was 18 degrees, and each piece, which weighed 8 lbs., was as similar as possible in shape. When the Milling Company's block of ice had melted, there remained one of the Ice Company's block 7½ cunces. In each case the piece of ice used as a test was taken from as near the centre of a block as possible. The first test he made was 7.9 per cent. in favour of the Ice Company, the second 5.5, the third 5.85 and the mean 6.35 per cent. The quantity of ice to be supplied by the Milling to the Ice Company was 6,300 tons per annum, the percentage of loss on this at 6.35 being 400 tons. The loss at a cent per pound on this would be \$8,960. In the machinery supplied at Junk Bay there was no special apparatus for removing the core from can ice.

Mr. Slade said he did not wish to go into the question of machinery at this point unless

driven to it. He had not dealt with the question of process or the question of machinery at all because it seemed to him immaterial. This was purely and simply a question of saving time.

Mr. MacNeil said he was quite agreeable to that. They said in the pleadings that given considerable opportunity their plant would have made ice quite up to the warranty. The plant was a proper plant for producing proper ice.

The Court decided that questions of machinery should be postponed until the question arose. Mr. MacNeil suggested that the Court should ascertain from Mr. Haxton his meaning when he said there was no special apparatus for extracting a core.

The Chief Justice (to witness)—Can you say whether there is an apparatus at the Milling Co. for getting air out of the water in which the ice is made?—I don't think so.

Have you seen the plant?—Yes.

And you it know all about it?—Yes, and it would be necessary to supersede some special apparatus which was not there to eliminate air so as to remove a core.

Does the practical consume supply a large part of the trade?—Only a small part.

Have you customers who buy in blocks?—Our shipping customers buy by the ton.

With regard to tests, was there any substantial difference in the quality of the ice?—No.

Supposing you took a block of fifty pounds do you think the tests would be the same?—Yes.

Mr. J. Leehan, who was formerly a fitter at Quarry Bay, said he was engaged by Mr. Remond to take charge of the erection of the ice plant at Junk Bay. He took all his orders from Mr. Beyer with regard to the work. In the early part of June a trial, carried out by Mr. Beyer, was stopped by the breaking of a crane. There were three engineers there, who took eight hour shifts, and during the 24 hours at a subsequent trial the machinery ran very well, there being only one stoppage of about two hours. Altogether the machinery ran between seven and eight days. The ice produced at the beginning of the trial was not so good as that produced later.

Mr. Davidson, solicitor and managing clerk to Messrs. Hastings and Hastings, deposed to drawing up the agreement for the purchase of the ice plant by plaintiffs from the defendants. The agreement was drawn up on the instructions of Mr. George Hastings, and on October 15th was sent to the office of Messrs. Arnhold, Karberg and Co. with the object of getting Mr. Arndt's signature. When witness called he saw another gentleman who was acting manager during Mr. Arndt's absence in Canton. That gentleman read the document, but said he would rather not sign it. The agreement was eventually signed by Mr. Remond on the one part, and by Mr. Arndt on the other.

Mr. MacNeil asked their Lordships whether they would consent to hear the two counsel on each side in the summing up. In that event one man could deal with technical questions, and the other with other points.

The Chief Justice intimated that the Court had no objection so long as the same ground was not covered twice.

Shortly after Mr. MacNeil had proceeded to open the defence the Court rose with the object of paying a visit to the Ice Works.

The hearing of the case will be resumed this morning.

## THE NEW GERMAN CHANCELLOR'S CAREER.

## ONE OF THE KAISER'S INTIMATE FRIENDS.

Dr. von Bethmann-Hollweg, the new Chancellor, has made rapid advance. He is one of Emperor's intimate friends, having been brought into frequent contact with his Majesty when Provincial Governor of the Province of Brandenburg. With his headquarters at Potsdam he used to take long walks and rides with his Majesty.

The Emperor was not slow to recognise his administrative talents, notably in the field of social legislation, and in 1901 his Majesty offered the new Chancellor the Prussian Ministry of the Interior, which the Governor refused, as the conditions which he felt he must make owing to the situation caused by Conservatism to the Emperor's canal plans could not be fulfilled.

However, four years later he accepted this appointment on the death of Freiherr von Hammerstein. He soon attracted attention by the distinctly Liberal policy he adopted towards legislation, notably by speech wherein, while condemning certain aspects of the morality of Berlin, he warmly defended the necessity of providing recreation for workmen after hours of labour.

He devoted his attention to improving the lot of the artisan class, whereas most social legislation had hitherto been applied to the working proletariat. In 1907 he succeeded Count Posadowsky at the Imperial Home Office, where he distinguished himself by drawing up the Imperial insurance law and the law controlling the right of assembly, both of which were passed by the Reichstag.

The new Chancellor enjoys the confidence of all the bourgeois parties in the Reichstag, the only opposition to the appointment having come from the extreme wing of the Centrists.

Prince Bismarck recently said of him: "He is a very able man, and has a most profound nature."

Dr. von Bethmann-Hollweg visited England some years ago when Governor of Brandenburg with the Commission for the Study of Commercial Institutions, a subject on which he was well posted. He was of invaluable assistance to Mr. Lloyd George when the British Minister visited Berlin last year in connection with State insurance schemes. He gave a lunch in his honour, and placed the whole of the State machinery at his disposal.

The new Chancellor has a good knowledge of English, and, although of a retiring nature, is generally popular with the Diplomatic Corps in Berlin.

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## CHARGES AGAINST SHIP'S OFFICERS.

## MARINE COURT OF INQUIRY.

## MATE'S CERTIFICATE SUSPENDED FOR TWO YEARS.

A Marine Court to inquire into charges of misconduct on the part of the master and mate of the British steamer *Shia On* assembled at the Harbour Office yesterday. Lieut. Beckwith, R.N., Acting Harbour-Master, presided, and the Court was composed of Lieut. Henry Butterworth, R.N., of the *Tamar*; Capt. P. H. Rolfe, Master of the British steamer *Yuen Sung*; Capt. A. R. W. Hodgins, Master of the British steamer *Haiyang*; and Capt. C. V. Lloyd, Master of the British steamer *Fathian*.

At the outset the mate was removed from the ship by the Water Police.

The President.—Who gave the order?—I believe you did, sir.

The President.—Well, I want you to tell me. Examination continued.—He was very excited when the Water Police took him away. It was possible to have drinks brought up to the bridge when on duty there by calling the boy.

By the Court.—The steward runs the bar, but that was for the passengers. The officers could have as many drinks as they wished. He had power to stop it, but he did not do so because the mate seemed all right when they left. He had never been abused before.

Capt. Rolfe.—Is it usual for the officer of the watch to have drinks on the bridge when on watch?—Not when on watch.

Capt. Lloyd.—What steps did you take with regard to stopping the chief officer's liquor after you saw his condition at Wongmoon?—I told the boy to let him have no more.

The President.—Is this officer signed off?—Yes. Capt. Hodgins.—Was this the first complaint against this officer?—No, sir.

The President.—How long has he been with you?—From 16th June to 20th July.

The President.—How long do you keep your chief officers?—Year in and year out if they behave themselves.

How long did the last one stay?—Three weeks.

And the previous one?—Two weeks.

How is that "year in and year out"?—The one before stayed six months.

Where did you get this man?—In the Sailors' Home.

Cross-examined by the Chief Officer.—He did not read the official log to him on board the ship because he was too abusive.

Does that mean you thought he would hit you?—Yes.

Witness did not enter it in the log at the time because he thought Hanlon would be all right again, and he did not wish to get the man into trouble.

Could you write your name on July 18th and 19th?—I don't understand the question.

The President.—Answer yes or no?—Yes.

The Mate.—You say you were on the bridge when the *Shia Lee* passed?—Yes, I did not give any orders then to slow down as I had previously given instructions to the pilot.

Did you see the typhoon signals up on leaving Kongmou?—I did.

Leaving Hongkong on the 18th, why was the ship kept waiting half an hour for you?—I told them the time I would sail.

The President.—Did she wait thirty minutes?

She did not; she sailed at the appointed time.

The Mate.—Did nobody go up to your house to call you during the afternoon?—Yes, but I could not understand why. I was cut then.

What state were you in when you came down Sunday evening about six p.m.?—The same as I am now—in my ordinary condition.

Had the ship left Hongkong several times without your being on the bridge?

The President.—That has nothing to do with this case.

John Barr, engineer on the *Shia On*, said that the mate was on the bridge from 3:30 till they reached Wongmoon. He thought Hanlon was under the influence of drink, but was not incapable. On the voyage from Wongmoon to Hongkong the Captain was sober and gave no provocation to the man to abuse him.

Capt. Lloyd.—Did you hear the mate criticizing the action of the master during the time they were at anchor?—No.

The President.—Has there been any friction between the master and the mate before this?—No.

Was there any delay in sailing on the 18th July?—No.

Did you see the master when he arrived on board that night?—Yes.

Was he sober?—Yes.

Anybody can get drinks on board?—Yes.

Officers and passengers can get liquor at any hour by sending down for it?—Yes.

You say the chief officer was under the influence of liquor when you were at anchor at Wongmoon?—Yes.

Would you say he was quite safe to go on the bridge?—Yes.

He was just a bit cheerful, eh?—Yes.

You would have perfect confidence in turning in when the chief officer was in this state?—Yes. He was not sufficiently under the influence of drink to be untrustworthy.

I take it these boats are largely navigated by the pilot?—What do you mean?

You have a pilot on board?—Yes.

And he takes charge during the intricate navigation?—I don't know.

There is a difference between a man taking nominal charge and complete charge?—Would you say the chief officer was capable of handling any ship from the bridge point of view?—Yes.

The Secretary of the *Shia On* Company spoke to Hanlon creating a disturbance on the steamer at the wharf on July 2nd, and to calling witness a constable.

The pilot on the *Shia On* said he saw the mate on the bridge on the occasion stated. He was "away from his hands and legs," by which witness meant that the mate was under the influence of liquor. Witness also spoke as to the master and the mate having quarrelled. The captain told witness to anchor at Wongmoon and the mate told him to go straight on to Hongkong. Witness said he saw the mate threatening the captain, and heard him speak loudly to the captain. As far as witness knew the master was sober all the voyage.

The President.—Is it customary for the chief officer to ask your leave before he goes?—No.

In reply to Mr. Shenton, witness said that when his duties were done the mate could go ashore. The mate came back about noon "under the influence."

What made you think so?—His actions. He was creating a disturbance on the wharf.

Examination continued.—He came on board and used abusive language to the assistant manager and the compradore. Hanlon became so threatening after dinner that witness came to the Harbour Office for protection. He was advised to get rid of the mate, to discharge him.

Ultimately the mate was removed from the ship by the Water Police.

The President.—Who gave the order?—I believe you did, sir.

The President.—Well, I want you to tell me. Examination continued.—He was very excited when the Water Police took him away. It was possible to have drinks brought up to the bridge when on duty there by calling the boy.

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SHANGHAI	DEVANIA	About 19th Aug.	Freight and Passage.
LONDON via USUAL PORTS	CALEDONIA	Noon, 21st Aug.	See Special Advertisement.
	CAPT. W. HAYWARD, E.N.E.		

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Hongkong, 9th August, 1909.

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SHANGHAI	"KALGAN"	On 12th Aug, 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 12th Aug, 4 P.M.
SHANGHAI	"ANHUI"	On 12th Aug, 4 P.M.
SAMARANG and SOURA BAYA	"SHANTUNG"	On 14th Aug, 4 P.M.
SHANGHAI	"LINAN"	On 15th Aug, Daylight.
MANILA	"TEAN"	On 17th Aug, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, CHANGSHA	"CHINHUA"	On 19th Aug, 4 P.M.
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"HAITAN," Capt. J. S. Roach	SWATOW, AMOY and FOOCHEW.	TUESDAY, 17th Aug., at 2 P.M.

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Hongkong, 11th August, 1909.

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Hongkong, 5th August, 1909.

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MOJI	"CHUNSANG"	Friday, 13th Aug, 4 P.M.
MANILA	"YUENSANG"	Friday, 13th Aug, 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 14th Aug, 4 P.M.
MANILA	"LOONGSANG"	Friday, 13th Aug, 4 P.M.
HONG KONG, YOKOHAMA, KORE & MOJI	"FOOKSANG"	Tuesday, 24th Aug, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Aug, 3 P.M.

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Hongkong, 11th August, 1909.

GENERAL MANAGERS. [16]

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K. MATSUDA, Manager,  
TOYO KISEN KAISHA, York Building.  
Hongkong, 29th June, 1909. [462]

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VICTORIA, BC, and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	TAMBA MARU, Capt. C. H. Butler,	6,500	WEDDAY, 1st Sept., at Daylight.
SHANGHAI, via KEELING, SHINANO MARU, Capt. K. Kawara,	KAGA MARU, Capt. M. Higino,	6,500	TUESDAY, 17th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU, Capt. K. Kawara,	7,000	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI and KOBE	NIKKO MARU, Capt. M. Yagi,	6,000	FRIDAY, 3rd Sept., at Noon.
KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler,	6,000	FRIDAY, 1st Oct., at Noon.
BOMBAY, via SINGAPORE and COLOMBO	YEBOSHI MARU, Capt. J. Nagao,	4,500	THURSDAY, 12th Aug., at 4 P.M.
KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans,	5,000	FRIDAY, 20th Aug., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	MIYASAKI MARU, Capt. T. Murai,	9,000	FRIDAY, 27th Aug., at 5 P.M.
	KUMANO MARU, Capt. M. Winckler,	6,000	WEDDAY, 1st Sept., at Noon.

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MYASAKI MARU (Capt. T. MURAI) — About Wed. 20th Oct.

KITANO MARU (Capt. F. E. COPE) — About Wed. 17th Nov.

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Hongkong, 4th August, 1909.

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ZAFIRO ..... 2,540 R. Rodger

RUBI ..... 2,540 R. W. Almond

For Freight or Passage apply to SHEWAN, TOME & CO., General Managers. [14]

Hongkong, 2nd August, 1909.

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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing the mails for Europe via Siberia.  
14th August ... at 8:30 p.m.  
19th " " " at 10:30 a.m.  
21st " " " at 8:30 p.m.

FOR	PER	DATE
SHANGHAI SIBERIAN MAIL TO EUROPE	Buclow	Wednesday, 11th, 10:00 A.M.

EUROPE, &c., India via Tukiochin, Extra Postage 10 cents. Letters posted in all the Pillar Boxes time for the first clearance will be included in this central mail.

Swatow .....  
Macao .....  
Manila .....  
Samrang and Surabaya .....  
Tengchien, Chufoo and Nowchow .....  
Shanghai, Kea and Yokohama .....  
Hollow and Haiphong .....  
Swatow, Amoy, Foochow and Shanghai .....  
Singapore, Peiping and Bombaro .....  
Kiau .....  
Kobe and McJ .....  
Shanghai .....  
Wuhaw and Tientsu .....  
Shanghai, Yer, Friedrich Wilhelmshafen, Stocobien, Herberthshof, Matapi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelide, Perth and Fremantle .....  
Swatow, Amoy and Foochow .....  
Macao .....  
Mauli .....  
Manila .....  
Macao .....  
Samrang and Sourakaya .....  
Shanghai .....  
Durban .....  
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER, (B.C.) (Supplementary mail on board up to the time fixed for departure. Extra Postage 10 cents).  
SIBERIAN MAIL TO EUROPE

KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKOYAMA, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).  
SIBERIAN MAIL TO EUROPE

NOW IS THE TIME TO DRINK

SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

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## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

August 10th.

ON LONDON.— Telegraphic Transfer 182

Bank Bills, on demand 184

Bank Bills, at 30 days' sight 194

Bank Bills, at 4 months' sight 194

Documentary Bills 4 months' sight 194

ON PARIS.— Bank Bills, on demand 219

Credits, at 4 months' sight 223

ON GERMANY.— On demand 178

Bank Bills, on demand 424

Credits, at 60 days' sight 438

ON BOMBAY.— Telegraphic Transfer 131

Bank, on demand 131

ON CALCUTTA.— Telegraphic Transfer 131

Bank, on demand 131

ON SHANGHAI.— Bank, at sight 742

Private, 30 days' sight 752

ON YOKOHAMA.— On demand 843

ON MANILA.— On demand—Pesos 85

ON SINGAPORE.— On demand 1043

ON BAHKOK.— On demand 915 pm.

ON SAIGON.— On demand 97

ON BANGKOK.— On demand 87

SOVEREIGN, Bank's Buying Rate 81140

GOLD LEAF, 100 fine, per oz. 85960

BAR SILVER, per oz. 232

## SUBSIDARY COINS.

per cent

Chinese 20 cents pieces 87.93 discount

Chinese 10 88.65 "

Hongkong 20 87.70 "

Hongkong 10 88.40 "

## OPPIUM.

August 10th.

Quotations are:—

Malwa New \$1.140/1.160 per picoul.

Malwa Old \$1.170/1.200

Malwa Older \$1.210/1.250

Malwa V. Old \$1.260/1.300

Persian fine quality \$1.080/1.110

Persian extra fine \$950/1.000

Patna New 89971 per chest.

Patna Old 81.015 "

Bonares New 81.015 "

Bonares Old 81.010 "

## VESSELS EXPECTED.

THE INDIAN MAIL.

The Apear str. *Lightning* from Calcutta left Singapore on the 8th inst., and may be expected here on or about the 14th inst.The Apear str. *Gregory* departs from Yokohama and Kobe, left Kobe on the 9th instant morning, and may be expected here on or about the 15th inst.The Indo-China str. *Foosky* left Calcutta for this port via the Straits on the 3rd instant, and may be expected here on or about the 19th prox.

THE AUSTRALIAN MAIL.

The C.N. Co.'s str. *Changsha* left Sydney on the 22nd ult., and is due here on the 16th inst.The E. & A. str. *Empire* left Sydney on the 29th ult., for this port (via Queensland Ports and Manila).The I.G.M. str. *Prinz Waldeimar* left Sydney on the 23rd ult. at 4 p.m., and may be expected here on or about the 20th inst.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* sailed from Yokohama on the 9th inst., and is due to arrive at Hongkong on the 21st inst.

MERCHANT SHIPS.

The N.Y.K. str. *Yeboshi Maru* (Bombay Line) left Singapore on the 4th inst., and is expected here to-day.The P. & O. str. *Borneo* left Singapore for this port on the 6th instant at 11 a.m., and is due here to-day at noon.The Bank Line str. *Aymeric* left Nagasaki on the 29th ult. for Hongkong via Manila.The N.Y.K. str. *Takao Maru* (Bombay Line) left Bombay on the 3rd instant, and is expected here on the 24th inst.

## HONGKONG TIDE TABLE.

From August 17th to 17th, 1909.

HIGH WATER.

LOW WATER.

Hongkong Mean Time.

Height.

Day Month.

Year.

Mean Time.

Height.

Hongkong Mean Time.

Height.

Day Month.

Year.

Mean Time.

Height.

Hongkong Mean Time.

Height.

Day Month.

Year.

Mean Time.

Height.

Hongkong Mean Time.

Height.

Day Month.

Year.

Mean Time.

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Day Month.

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Day Month.

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Hongkong Mean Time.

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Day Month.

Year.

Mean Time.

Height.

Hongkong Mean Time.